



Tenant Meeting Minutes Master Plan Update St. Lucie County International Airport



Meeting Date: April 28, 2009 @2:00 pm EST

Subject: Master Plan Meeting 2

Attendees: Attached Sign-In Sheet

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These meeting minutes provide a summary of the information and comments provided during the tenant meeting since the meeting was not recorded. SHOULD YOU DISAGREE WITH THE INFORMATION IN THIS RECORD, PLEASE ADVISE IMMEDIATELY. A copy of the presentation will be provided on the project website (www.stlucieco.org/airport). Thank you.

I. Project Status

- Mr. Philip Jufko, Director of Aviation Planning, welcomed everyone to the meeting and discussed the overall purpose of the meeting, which was to address preliminary facility requirements especially related to Runway 9/27 (future 10R-28L) pavement strength.
- LPA has completed the first section of the master plan process, which includes the inventory of existing conditions and forecasts of aviation activity.
- Aviation Activity Forecasts were approved by FAA on March 27, 2009 since they are within 10% and 15% of the FAA's Terminal Area Forecasts for FPR.
- P. Jufko explained that the forecasts represent a baseline for future development. It is likely that forecast requirements and recommended alternatives will exceed the approved forecast.
- The next meeting on June 30th will discuss the facility requirements, including NextGen and commercial service requirements, as well as preliminary alternative development options. Note: A charrette is planned to occur during the 6:00 pm meeting with the Technical Advisory Committee to identify and evaluate potential short and long-term airport development options.

II. Current Issues and Opportunities

- This past March, tourism leaders from the Grand Bahamas Island met with local officials to foster increased tourism. During their visit to the FPR, they expressed some interest in possibly promoting commercial operations between the Bahamas and FPR. Although there has been no discussion with the official carrier, Bahamasair, the Board of County Commissions (BOCC) recommended that Airport Management pursue grant funding options for terminal renovations in the hope that successful discussions with the Grand Bahamas Tourism Board would initiate potential commercial service at FPR. However, the process to obtain a Class III Part



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139 certification from the FAA, which allows for commercial service, would also be required

- Todd Cox, Airport Manager, explained the difficulties associated with the Part 139 certification especially related to the existing Airport Administration building being reconfigured to accommodate passenger service, TSA security requirements, Aircraft Rescue and Firefighting requirements, safety and wildlife requirements, design standards, etc.
- Another opportunity discussed in the previous meeting concerned the pavement strength of Runway 9-27 (future 10R-28L). Users explained that the current pavement strength of 60,000 lbs limits the use of this airport by corporate jets.
- It was explained that the current runway pavement is in poor condition based upon recent inspections and is a high priority for rehabilitation. Design for the rehabilitation at the 60,000 lbs strength has already been completed. Airport management is hopeful that they will be receiving state and federal funds to perform the rehabilitation during the summer.
- It was also conveyed to the tenants that in order to increase the pavement strength of Runway 9-27 (10R-28L) a number of requirements would need to be fulfilled in order to obtain federal and state agreement and participation:
 - Support must be obtained that shows that either the existing critical (500 or more operations) aircraft/family of aircraft or short-term critical aircraft (within next 5-years) requires an increased runway pavement strength (>60,000 lbs).
 - FAA requires definitive proof (i.e. letters, operational data, etc.) which would support a change in the pavement strength. The time of “build and they will come” is no longer supported by FAA/FDOT.
 - An environmental assessment will be required no matter if the strengthening is funded with federal/state dollars or through private development.
 - The master plan must identify the critical aircraft(s) requirements, the anticipated timetable for operations, as well as associated design requirements (separation standards, runway length, airfield pavement strength, etc.)

III. Inventory of Existing Conditions

- Airport Role – FPR is included in the National Plan of Integrated Airport Systems (NPIAS) as a “General Aviation Airport” and the Continuing Florida Aviation System Planning Process (CFASPP) as a “Community Airport.” Recently, however, there have been discussions about FPR potentially serving as a future “Commercial Service Airport” to help relieve congestion at Palm Beach International Airport (PBI). This was the result of a Palm Beach Community Workshop in which members of the community suggested that some traffic be diverted from the Palm Beach Area to airports further north, including St. Lucie County Airport. As a result, Working Paper #2 of the Master Plan Update will identify requirements for commercial service at FPR (terminal siting, security, inspections, etc.).
- Economic Contributions – FPR provides a significant contribution to the local economy in terms of jobs, air transportation, emergency relief, etc. The St. Lucie



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County Airport Department employs eight full-time and one part-time employee to manage and maintain the 3,660 acre property. There are vast opportunities for future development on the airport property, and the current Fixed Base Operators (FBOs) have phased development plans for their respective leaseholds.

- Regional Airport Comparison – A comparison of public airports within the Treasure Coast Region was presented to highlight the availability of facilities in the vicinity of FPR. For example, compared to Vero Beach Municipal Airport (VRB), Witham Field Airport (SUA), Okeechobee County Airport (OBE), and Sebastian Municipal Airport (X26), FPR's property is more than twice as large as these airports and FPR is the only airport with an onsite U.S. Customs and Border Protection (CBP) facility. The onsite CBP, in addition to much of the airport property being designated as a Foreign Trade Zone (FTZ), represent attractive features for future business development and activity growth at FPR.
- Next Generation Air Transportation System (NextGen) – The FAA's implementation of NextGen should help reduce airspace congestion and delays throughout the U.S., particularly within the busy airspace in southeast Florida. Working Paper #2 of the Master Plan Update will further investigate NextGen's impact on operations at FPR.

IV. Forecasts of Aviation Activity

- Forecasting Methods – The forecasts of aviation activity were based on numerous forecasting methods, including the forecasts from the 2002 Master Plan Update, 2005 Noise Study Update, 2004 Florida Aviation System Plan (FASP), FAA Aerospace Forecasts and Terminal Area Forecast (TAF), and other socioeconomic variables such as population and employment. Overall, the recommended forecasts, which have been approved by the FAA, provide modest projects of operations and based aircraft.
- Operations Forecasts – From 2008 to 2028, operations are forecast to increase from 160,277 to 243,599. Operations by single-engine pistons, turboprops, jets, and helicopter operations are forecast to increase during the planning period, while multi-engine piston operations are forecast to decrease consistent with FAA projections. Peak hour operations are forecast to increase from 104 operations in 2008 to 158 by 2028. Further, following completion of parallel/training Runway 10L-28R, the percent of local operations (i.e., flight training operations) to total operations is forecast to gradually increase year-to-year.
- Based Aircraft Forecasts – From 2008 to 2028, based aircraft are forecast to increase from 211 to 327, consisting of the following growth:
 - Single-Engine Pistons – 122 to 129
 - Multi-Engine Pistons – 59 to 59 (remains stable)
 - Turboprops – 12 to 17
 - Jets – 14 to 46
 - Helicopters – 4 to 8



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V. Preliminary Demand/Capacity Analysis and Facility Requirements

- Airfield Capacity – A preliminary analysis of airfield capacity for the new three-runway configuration was conducted. As a general rule, the FAA recommends that airports plan for capacity improvements once 60 percent of the Annual Service Volume (ASV) has been met, and recommends construction of capacity improvements once 80 percent of ASV has been met. Based on the FAA-approved activity forecasts, FPR will not exceed 80 percent of ASV during the 20-year planning period; although some capacity improvements will be planned (and potentially constructed) since the 60 percent ASV threshold may be reached.
- Runway Pavement Strength – See Item III above. Airport tenants must provide information to airport management in order to provide sufficient justification for increasing the pavement strength of Runway 9-27 (future 10R-28L) as part of the Master Plan Update.
- Critical Aircraft – The critical aircraft is used to determine the appropriate criteria for airfield design standards. Although not fully determined at this time, the critical aircraft for primary Runway 9-27 (future 10R-28L) may be a larger corporate jet such as a Gulfstream V, a smaller corporate jet for Runway 14-32, and a turboprop for training Runway 10L-28R. Like the pavement strength analysis, the identification of a critical aircraft is largely based on estimates of future activity from airport tenants; for this reason, airport tenants must provide information to airport management in order to provide sufficient justification for the critical aircraft determination as part of the Master Plan Update (this can be included within any information related to runway pavement strength).
- Potential Commercial Service – See Items II and III above. If commercial service ensues between the Grand Bahamas and St. Lucie County, it is anticipated (though no discussions have yet to occur) that Bahamasair (the National Carrier) would provide service. Bahamasair currently uses quiet 50+ passenger Bombardier Q300 turboprops. If pursued, such service would be beneficial to the local economy in terms of job creation, tourism revenue, positive airport image, etc., potentially encouraging future business investment at FPR and within St. Lucie County.
- Pavement Conditions – All airport pavements were last inspected as part of the Statewide Airfield Pavement Management Program in late 2007. As such, future pavement rehabilitation needs have been scheduled over the next several years.



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VI. Next Steps

- Working Paper #2 (Demand/Capacity and Facility Requirements) will be sent to the TAC by June 24, 2009, and will be available on the Airport Master Plan Website for public review.
- Tenant Meeting #3 is scheduled for June 30, 2009.
- As requested during the meeting, we would ask the tenants (specifically Key Air and Volo Aviation) to please provide information related to existing and future aircraft operations. This will allow LPA to determine runway length and pavement strength requirements based upon critical aircraft.
- As requested, would the two FBOs please provide any draft development plans to LPA so they may be considered as part of the long-term airport development.

VII. Meeting Comments and Requests for Information

This section provides a summary of questions and comments discussed during Tenant Meeting #2. This information and additional written comments will be incorporated into Appendix B, Key Members and Public Participation, of the Master Plan Update report.

- Runway pavement strength and associated facilities is an ongoing issue at FPR:
 - Both FBOs managers stated that the pavement strength on Runways 14-32 and 9-27 (future 10R-28L) inhibit growth and limit the type of aircraft that can effectively operate at FPR.
 - i. The runway pavement strength is based upon the critical aircraft or family of aircraft that perform more than 500 transient operations during the first five years of the planning period (2013). To increase the pavement strength to 85,000 lbs or greater requires:
 1. Justification of demand through letters from existing and future users and tenants, which shows that >500 operations of these heavier aircraft will likely operate at FPR within the next five years.
 2. An environmental assessment to determine if the fleet mix change will impact noise and air quality in and around the airport.
 - Why does Vero Beach and Witham Field (Stuart) have stronger pavement strength than FPR?
 - i. They were former military or had commercial service. As a result, the existing fleet mix at the time justified the construction or strengthening of the runway pavement to 115,000 lbs and 105,000 lbs, respectively.
 - Would Agencies and Board of County Commissioners be open to private investment funding to strengthen the runway?



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- i. Discussions would be required with both entities to determine if they would be open to private investment. However, certain requirements would still need to be met: 1. The pavement strength needs to be justified based upon critical aircraft operations, and 2. An Environmental Assessment would still be required.
 - o What is the current critical aircraft at FPR? How does it impact pavement strength requirements?
 - i. Critical aircraft according to the most recently approved ALP are:
 - 1. Runway 9-27= Gulfstream II
 - 2. Runway 14-32 = Learjet 25/35
 - ii. The Gulfstream II has a MTOW of 66,139; Learjet 25 and 35 has MTOW of 15,500 lbs and 18,300, respectively. However, according to 2008 data, only 14 operations were associated with the Gulfstream II, so it has no impact on the runway pavement strength requirements.
- How does this airport compare to other airports in the area?
 - o FPR has more than twice the land area than Vero Beach, the next largest airport in the Treasure Coast Region.
 - o FPR is the only airport in the region with a Foreign Trade Zone.
 - o FPR is the only airport with a customs facility in the region.
 - o FPR has the second longest runway of all the Treasure Coast Airports with the exception of Vero Beach.
 - o Both Vero Beach and Stuart have higher dual wheel pavement strengths (115,000 and 105,000, respectively).
 - o St. Lucie County has almost double the population compared to population areas served by other airports within the Treasure Coast region.
- Can money be put into the current grant program to strengthen the Runway 9/27 pavement?
- Funding for the Runway 9-27 overlay at the 60,000 lb pavement strength is already incorporated in the FDOT Joint Airport Capital Improvement (JACIP) for 2010. Additional funding cannot be requested, since JACIP funding is typically locked for a period of three to five years. Is it possible to delay the runway overlay until additional monies can be obtained to strengthen the runway to 80,000 lbs?
 - o The airport has applied but does not have the grant money as of yet to do the Runway Overlay.
 - o Further, the runway pavement is in poor condition and needs to be overlaid. If the project is pushed back, the funding could be jeopardized.
 - o The Airport Director also advised the Tenants that any strengthening of the runway is the County Commission's decision. Tenants can only provide input and support to airport management, the consultant, and Board.



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- As part of the master plan process, critical airplane(s) will be identified which may support strengthening the runway pavement. But again, this is the Board of County Commissioner's decision.
- What is the status of the power lines near the new runway?
 - The Airport Administration is working with FPL to relocate the electrical lines west of the new training runway.
- New Runway 10L-28R is equipped with runway lights but no approach or runway end identification lighting. Would it not be safer to add such lighting especially for training?
 - This will be evaluated as part of the master plan process.
- How can the airport attract more users from North County, West Palm Beach, Ft. Lauderdale area, etc?
 - The airport is evaluating a variety of facilities, which will be looked at as part of the master plan update. Whether this is associated as "leakage" from Vero Beach, North County, West Palm etc. cannot be determined.
- John Mason of Key Air recommended the need to obtain strong public support to really "push" commercial service at FPR.
 - However, the Board of County Commissioners will make the determination on what direction they wish to pursue with regard to commercial service.
- Isn't US Customs a draw for St. Lucie? Used to have longer hours of operation in the past. Is it possible to re-implement?
 - Yes, US Customs is a draw for St. Lucie International Airport.
 - An expansion of US Customs hours of operations depends upon demand for services as well as government requirements. Airport management does not have any control over US Customs hours of operations. They can only request additional hours of operation.
- Would an environmental assessment still be required for the runway pavement strengthening even if it did not include any federal participation?
 - Yes.
- If the airport had to wait to strengthen the runway, would the FAA or FDOT pay for remarking it?
 - This is unlikely in the short-term. However, in the mid to long-term, FDOT may participate in the funding.
- How does the forecast impact facility requirements and long-term development at the airport?
 - The forecasts represent a baseline of future demand and development. The forecasts will be used to identify required facilities; however, development is



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based upon specific operational triggers rather than identified years. Recommended development may exceed forecast requirements over the twenty-year period to allow the Airport greater flexibility to attract new businesses and additional revenue.

- How would FPR accommodate a commercial service operator? What is the likelihood of attracting additional commercial demand?
 - As stated by T. Cox, the airport will need to obtain its FAR Part 139 commercial certification.
 - In addition, the airport is evaluating the viability of reconfiguring the existing Administration Building to a Passenger Terminal Facility.
 - The airport's ability to attract commercial traffic will depend on a variety of factors (including public support, funding, certification, marketing, etc).
- How is the airport "self-sufficient", and are most airports self sufficient?
 - FPR is "self-sufficient" or non-subsidized GA Airport since it is an airport with ability to generate adequate revenue to cover all normal expenses for its operation, administration, and maintenance, and for the local share of federal and/or state funded capital improvement projects (matching funds).
 - Yes, 26% of GA airports in the country are non-subsidized. However, the Florida Department of Transportation continues to encourage airports to become self-sufficient before providing funding for capital improvement projects.
- Is airport management considering various development options for existing airport land use, and what is the status of the stormwater master plan?
 - Airport management is being proactive in evaluating a variety of options for future development while considering the "sustainability" of proposed progress.
 - A stormwater master plan update is currently underway. As a result, the master plan update and stormwater master plan are being done in concert to provide the airport and its users a more cohesive long-term development strategy.
- What are the requirements to obtain funding for airport improvements, specifically increasing the pavement strength of Runway 9R-27L (Future 10R-28L)?
 - For a project to even be considered for FAA and FDOT funding, existing and future operational data (passengers and operations) and support documentation is needed. If data is available regarding new business development, support information is required. Accurate data is necessary to support proposed airport development. However, airport development must be in line with the County Commission's directives and policies.

VIII. Written Comments Received

Prior to the meeting on April 28th, several written comments were received by interested parties. These comments were addressed during the meeting and are being incorporated into the master plan process.



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Please note that all documentation received, including these meeting minutes, will be provided in Appendix G of the Master Plan Narrative Report.

A. Mr. John Mason, Key Air Treasure Coast:

- What projects and improvements were identified in the 2002 Master Plan Update? What is their current status?
 - First, all previous documentation including: the 2002 Master Plan Update, St. Lucie County Comprehensive Plan, FPR Part 150 Study, St. Lucie County Evaluation and Appraisal Report recommendations, etc. will be reviewed as part of the 2009 Master Plan Process.

2002 MASTER PLAN RECOMMENDATIONS	
Project	Status
<i>Airfield Recommendations (A)</i>	
A-1 – New parallel Runway 10L-28R (4,000' x 100' with marking, MIRL, and PAPIs)	In-progress
A-2 – Taxiway parallel to new Runway 10L-28R (4,700' x 50' with marking and MITL)	In-progress
A-3 – Connecting north-south taxiway to new Runway 10L-28R (west of Taylor Dairy Road to Taxiway A)	Incomplete - Alternatives will be evaluated as part of 2009 MPU
A-4 – Runway 14-32 extension (450' x 100')	Incomplete - Runway Length Analysis to be conducted as part of 2009 MPU
A-5 – Construct taxiway between extended Runway 14 and Runway 10R threshold	Incomplete - Potential taxiway development will be evaluated as part of 2009 MPU
A-6 – GA taxiway southeast of Taxiway C (2,500' x 50')	Incomplete - Potential taxiway development will be evaluated as part of 2009 MPU
<i>Visual/Navigational Aids and Independent Airfield Lighting Recommendations (N)</i>	
N-1 – Local radar and distance measuring equipment at FPR (TVOR/DME)	Incomplete - All existing and future NAVAIDs will be evaluated as part of 2009 MPU process.
N-2 – GPS/DME	Essentially complete – RNAV GPS approaches to be published for all existing runway ends by year end



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2002 MASTER PLAN RECOMMENDATIONS	
Project	Status
N-3 – Install PAPIs on Runways 10R, 14, 28L, and 32	VASIs on 10R-28L, nothing on 14-32. Lighting will be re-evaluated as part of 2009 MPU process
N-4 – Airport beacon and tower rehabilitation	Completed.
N-5 – Install REILs on Runways 10R, 28L, and 32	Lighting will be re-evaluated as part of 2009 MPU process
N-6 – Standard Terminal Automation Replacement System (STARS) for the ATCT	Complete
<i>Passenger Terminal Recommendations (T)</i>	
T-1 – Passenger terminal building renovation	Evaluating Passenger Terminal Facilities as part of 2009 MPU. Also, reconfiguration of existing Administration Building for use as commercial terminal being considered.
<i>Support Facilities Recommendations (S)</i>	
S-1 – Airport maintenance building	Complete
S-2 – Fencing	In-progress
S-3 – ARFF vehicles	Complete
S-4 – ARFF building	Complete
<i>Other (O)</i>	
O-1 – Improve airfield drainage structures	In-progress
O-2 – Rehabilitate airport drainage (general)	in-progress
O-3 – Update master drainage plan	First update completed in 2004 Second update – in progress
O-4 – Fairgrounds Road	Fairground Facilities relocated
O-5 – Taylor Dairy Road power lines	In-progress



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2002 MASTER PLAN RECOMMENDATIONS	
Project	Status
<i>Land Acquisition Recommendations (L)</i>	
L-1 – Parcel 17 acquisition (NE corner)	Incomplete
L-2 – Parcel 24 (NW corner)	Incomplete
L-3 – Parcels 53, 59A, 40, 41, 42, and 65	Acquisition of Parcel 53 in-progress

- What are the current airport projects and their status?
 - In fiscal year 2009, current projects and their status are as follows:
 - i. Master Plan Update:
 - Submittal to Agencies (FAA and FDOT) for Review – February 2010
 - Final Report submittal with Agency Comments – Spring 2010
 - ii. Stormwater Master Plan Update - estimated completion Winter 2010
 - iii. Pavement rehabilitation/Construction of Runway 9/27 (10R/28L) – Fall 2009 pending grant funding
 - iv. FPL Electrical Line Relocation – Estimated completion Summer/Fall 2009
 - v. Completion of Runway 10L-28R – Estimated completion Summer/Fall 2009
- Was runway strengthening incorporated into the 2002 Master Plan, and why wasn't it considered when the overlay project was tabled?
 - No justification was provided.
 - Further, the Board of County Commissioners and the Technical Advisory Committee at the time voted against the strengthening because of the possibility of significant fleet mix changes and increased noise to surrounding communities.
- Is the relocation of the US Customs facility next to the new Fire Station being considered in the 2009 Master Plan update?
 - Several locations are being evaluated for the US Customs facility as part of this master plan.
- With the need for strengthening the runway at Fort Pierce, is the airport applying for grant money to conduct an environmental study?
 - The Board of County Commissioners must provide their approval before Airport Management can apply for funding.
- What development options are we looking at for the other areas of the airport?



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- A number of development options are being considered which consist of both aviation related and non-aviation. A charette is being planned for the next Tenant and TAC meetings to address future airport land use and development.
- Is the airport considering an inner perimeter road in the 2009 Master Plan?
 - Yes

B. Mr. Dick Sinnott, AOPA:

- Is the location of the antenna next to the fire station being evaluated as part of this master plan update?
 - During the original notice of proposed construction process, the Airport worked with FAA to evaluate the impact of the propose antenna location on existing and future approaches.
 - The FAA, during its evaluation process, determined that the location of the Antenna and its height would not be a hazard to air navigation.
 - Further, the location of the tower will be evaluated in conjunction with any new proposed approaches to Runway 28L.
- The repair and resurface of Taxiway B should be planned since it is rather bumpy.
 - This comment is noted, and Taxiway B is scheduled for an overlay in FY 2010.

C. Mr. Burkdoll, Pursuit Boats:

- Improved lighting on taxiways and taxiway identifiers.
 - Comment noted and will be addressed in 2009 Master Plan Update.
- Wind socks added so they are visible from the entry of each runway.
 - Comment noted and will be addressed in 2009 Master Plan Update.

D. Mr. Jerry Groendyke, FAA Tower Chief:

- Need to relocate the Air Traffic Control Tower to provide unhindered line of sight to the new runway.
 - Comment noted and will be evaluated in 2009 Master Plan Update.

Meeting adjourned at 3:20 pm EST